LIFE OF LORD LAWRENCE. By R. BOSWORTH SMITH, M. A. In two vols. Svo. pp. 484-567. Charles Scribner's Sons. On the morning of May 12, 1857, a stalwart man, with a deeply lined face and stern gray eyes, lay reading in an Indian town a telegram from Delhi that was for many days to cloud that smiling sky for him and all other Englishmen in the East. "The Sepoys," it ran, "have come in from Meernt and are burning everything. Mr. Todd is dead, and, we hear, several Europeans. We must shut up." The Mutiny had broken out, and it was a knell of death that sounded along the wires. Not one word said John Lawrence as he read-not then, nor in the whole of that day-to the friend and high official who was with him. Silently he pondered on the gravity of the crisis and the methods by which he might meet the disaster. For once the hour and the man came together. Out of all the Englishmen in the Queen's Eastern possessions, his mind, hu character and his training fitted hum to be what he has often been called-"the Saviour of India."

John Lawrence was born of a vigorous race of Scotch and Irish blood, Puritan, Presbyterian, Calvinistic to the last degree. His mother was descended from John Knox, and had the strong and sterling qualities which such a descent guaranteed; his father was a heroic soldier, whose services were distinguished but almost unrequited, and who had a lifelong struggle with poverty, disease and wounded pride. Colonel Lawrence's sturdy sons were born into a home which was without luxsometimes even without comforts; and in which the rule, if just, was somewhat hard. All the tenderness which little John experienced came from his eldest sister, a girl of strong and sweet character, and from his old nurse Margaret, who served on one occasion to call out in the boy the bravery and sense of justice which the man always displayed. The story, which in after years he was fond of telling, is characteristic. "One day, when I was about four or five years old, and was staying with my father and mother at Ostend, my nurse Margaret was sent to market to purchase food for the day. She was sent with a £5 note, and ordered to bring back the change. When I heard that my nurse was going to the market I at once went to my mother to get permission to go with her. . . . When we got to the market she purchased several things. . . . Now it happened that though Margaret had often been there before, and was well known, she had never had so much money with her before. This excited suspicion. She could not get her note changed, many hinting she had come by it unfairly. At last there was a great hubbub, the shop-people accusing her, while she maintained her innocence. It was finally settled by their taking her before the magistrate to be examined. He asked her who she was, who was her master, and what was her occupation. She was dreadfully confused and frightened, and could hardly say a word. All she could get out was that her master was Colonel Lawrence, and that his little boy was with her. On hearing my name I began to feel very important, and thought I would now come forward and speak up for my nurse, so out I came from behind her-fcr I had clang to her all the time-and said, in as loud a voice as I could manage, 'Why, sir, it's our old nurse Margaret; she is a very good woman, and all that she says is quite true; I came to the market with her to buy our food, and papa gave her the money. I think that if you will let her go, you will do right, as my father knows that what I say is quite true.' The magistrate saw quite clearly now that everything was aboveboard, so we were allowed to go home in peace. He said to me before we went away, 'Well done, my little man: you spoke up for your nurse bravely.' I was tremendously stuck-up by this, and walked home with my nurse, feeling immensely important, and thinking that I must now take care of Margaret, and not she of me." Lawrence's school life was short, but as a boy and

young man he read much history and biography, and was especially fond and wise in military annals. Of the campaigns of the generals of ancient and modern times he had a thorough and accurate knowledge, and as he grew out of babyhood all his hopes and wishes turned to a military career. His father and his three elder brothers were soldiers, and his high-strung and aggressive nature could downright ways, his immense power of persistent not but lead him that way. But it was not to be. An appointment in the Indian Civil Service was offered him, and though he exclaimed "A soldier I was born and a soldier 1 will be! the domestic and the gaunt, rugged, uncouth lad, after the necessary study at the East couth lad, after the necessary study at the East work well and keep you at it? "Doesn't he!" re-universal the "inha" well known to many the many points." He was impatient of the trainingles was born and a soldier I will be!" the domestic anger. "What do you think of John Lawrence !" India College, sailed for Calcutta, and entered, at eighteen, upon the work which was to make him

famous. He was first sent to Delhi as assistant magistrate and collector, and there he remained for four years, gaining the practical experience which at the end | periors. What he won he won through hard work, of that time so well served him in his work as collector-magistrate of the Paniput district. Here he had not only to manage the collection of the revenue, to hear and decide all criminal cases, large and petty, to direct the police, to attend to the making of roads, the construction of buildings and the improvement of the agricultural system-he was general adviser, ruler, physician and friend of a population of 400,000 scattered in large villages through an area of 800,000 acres. A lifelong friend writes of him at this time that he was a despot full of few, but the care of the poverty-stricken masses kindly feelings, and devoted heart and soul to hard work. He was always accessible to the people of his district. "When out with his dogs and gun he had no end of questions to ask every man he met. After a gallop across country, he would rest on the Punjab. It was here that, first as a member of a charpoy, or country bed, and hold an impromptu levée of all the village folk, from the headman to the barber. 'Jan Larens,' said the people, 'sub jasta,' that is, knows everything. For this very reason he was a powerful magistrate, and a brill-iant and invaluable revenue officer." He went and custom and government and brought the disabout hearing and seeing everything for himself, shaking off the tribe of sycophants, flatterers and informers who dog the Indian ruler; and he made himself a terror to evildoers. In his determination to reform every abuse the youth's health broke down, and one day a friend riding over to see him from an adjoining district found him in bed. "Nothing seemed to interest or arouse him. In the course of a talk, which was all on one side, his handed to John Lawrence for safe keeping.

During Lawrence's tife at Paniput he was so thrown

fession of defeat and would encourage other neighboring chiefs to give similar trouble. On the other hand, it was the hottest season of the year. There was no food, no shelter, no shade outside the walls, except that of a single sickly babul tree. Finally, there were no troops within thirty miles. He sent a hasty note by his orderly back to Delhi asking for some guns, and then sat down under the babul tree, exactly opposite the principal gate, a single man beleaguering or threatening a fortified post! The fierce san of India had done its worst, and was fast subsiding toward the horizon, but still no guns appeared, and still the resolute Collector sat on. At last the chief of a neighboring village approached and offered, should the Sahib so will, to help him to reduce his subjects to submission. John Lawrence, knowing that in India, as elsewhere, talousy it a ruling motive among neighboring potentates, accepted his offer for what it was worth. The result of a mere show of force, backel up by John Lawrence's stem resolution, was the submission of the recursant chieftain, the infliction of a fine over and above the land-tax, and the return of the Collector in triumph to Delhi, after winning a bloodless victory, and without even the news, which has so often struck terns into the native breast, having reached the village, that the "guns were coming."

The dare-devil fashion in which he personally followed up criminals the strange power which he

The dare-devil fashion in which he personally followed up criminals, the strange power which he had of compelling confession with his stern glance, inspired awe and wonderment in his dusky people It is related that there was a notorious robber in

his district whom Lawrence was anxious to seize. his district whom Lawrence was anxious to seize.

The man had been caught once, but his wife had bribed the guard and he had escaped. He had committed several murders, and, one day, John Lawrence, receiving information that he was to sleep that night in a cottage not far distant, at once organized a party of horse and foot, and, without communicating his intention to any one, started about ten at night for the village. It was a fine moonlight night, and a few miles' ride brought them to a river which must needs be crossed. Lawrence had hoped to find boats on the spot, but they had been taken away to a neighboring fair, and only one small boat was left, which, though it was large enough to carry the foot police across, would have to take many trips if it was to carry ever the horsemen cany trips if it was to carry ever the horseme

carry the loot ponce across, would carry the horsemen also.

Time pressed. "We must swim it," said John Lawrence. His followers demurred; said there were quicksands, said the stream was too rapid, and they would all be swept a way. "Well, you cowar is may do what you like, but I am going," said John, and in he plunged and swam his horse out into mid stream. The russeldar, seeing this, took courage, said it was a shame to leave the Sahib to go forward alone, and crying out." If fear we shill both be drowned!" he too plunged in on horseback and was followed by the others. But his fears were not altocether ill-grounded; the horsemen had nearly reached the other side in safety when they came on one of the quicksands. Firs immediately scattered the whole body of them. Some managed to ford over, some were thrown from their borses, and all was confusion. Lawrence's horse was a powerful animal, and plunged so violently that his rider was thrown into the river, and with great difficulty reached the bank. There he found the horsemen all assembled, and said to them, "You see we are all safe after all," "No," was the reply, "the russelvar is drowned," "What!" said Lawrence, "the bravest of the whole lot of you! Let us go in again and see if we can save him." But some of them would stir; they looked on with that placed undifference with which Orientals often regard the late of other people, and—it must be added in fairness—often also heir own, and in pite of the objurgations of the magistrate, they showed no intention of risking their own lives to save that of their comrade.

Once more John Lawrence plunged in on foot, and

their comrade.
Once more John Lawrence plunged in on foot, and

their contact.

Once more John Lawrence plunged in on foot, and soon perceived the russeldar struggling at a short distance from the bank. He had get under his horse, and though he managed to keep his head above water, he was evidently fast losing his strength and senses. John swam to him and supported him by main strength till his syce orought a rope, and then they succeeded in dragging the drowning man to land. He thus saved the man's ble, but got a bad kick from the plunging horse.

In much pain he pursued his way to the village, and found that, though "the nest was "Il warm" and the wife and children were within, he work the saved the man collation. The fact was, ght was sultry and the man had gone unto the op of the house to sleep.

A few minutes after he was seen looking over the paraget, and as quick as thought John Lawrence was on the roof and ful tilt after him. The murderer, a man of great strength and stature, as well as speed, ran along the roofs of the house, which were all flat and joined each other. Finning that his pursuer was close behind him, and knowing the ground well, the man jumped down. Lawrence followed him, but jumped too tar, and, alighting on a declivity, managed to dislocate his ankle, thus rendering further pursuit hopeless. The roober escaped for the time, but was caught not long afterward. But in any case John Lawrence look no caste in the eyes of his followers. They only wondered the more at the uncanny, the unaccountable eccentricities of the man yet risk his life to save a russeldar! There was perhaps little love in the regard of the natives, but there was an infinite deal of trust, ven-There was perhaps little love in the regard of the natives, but there was an infinite deal of trust, venwork, his unfailing force and energy, he was like the great Protector, too, in eye and feature, in commanding presence and in his proneness to righteous tremble in the hands of the writers all round the

Lawrence owed nothing to the favor of his superformed without failure or mistake, and it was natural that when the first Sikh war was success fully ended-chiefly through his exertions in promptly furnishing supplies-he should be called to aid in ruling the new territory thus brought un der British dominion. As Commissioner of the Trans-Sutlej States, he proved anew his wonderful force and executive power and his conviction that the first duty of an Indian ruler was not the extension of the Empire nor the pampering of the rich and the development of the country in the direction of the highest civilization. Presently the second Sikh war came about and was the means of annexing to the British Crown the region now famous a the Governing Board and afterward as Chief Commissioner, John Lawrence did the gallant work which led to the suppression of the Mutiny and saved the British rule in India. His administration triet to the point of organization which caused it to be of inestimable service in time of danger. One incident of the annexation, by the way, exemplified an especially unworldly trait of the high-minded magistrate. Among the State jewels which the young Maharaja surrendered to the English Queen was the wonderful Koh-l-noor, and the diamond was at one of the early meetings of the Board

was at one of the early meetings of the Board handed to John Lawrence for safe keeeping.

Perhaps the other members of the Board thought handed to John Lawrence for safe keeeping.

Perhaps the other members of the Board thought him the most practical and business like—as no doubt in most matters he was—of the three; or they doubt in most matters he was—of the t hanged his clothes for dinner and threw his waist coat aside, still forgetting all about the box con ained in it.

tained in it.

About six weeks afterward a message came
Lord Dalhousic, saying that the Onese had upon the natives for society and recreation that he half forgot his own language. Those whom he ruled grew to have absolute faith in his justice, his benevolence, his trust alness in word and deed, the while they admired his magnificent physical strength and activity. His biographer relates instances both of his Samson-like feats and of the moral force that made him a natural leader of men. One of these anecdotes is eminently characteristic:

Shortly after his appointment as Collector of Delhi, a lawless chief in an outlying and desert part of the country refused to pay his land-tax. Attended only by a single orderly—for he seldom took more—John Lawrence rode thicher, a distance of some thirty miles, very early in the morning, to demand or to enforce payment. The village was walled, the gates were shut and barred, and not even his strength was able to force an entrance. What was he to do? To go back would be a con-

broken-down tin box, and produced the little one from it. "Open it." said John Lawrence, "and see what is inside." He watched the man anxiously enough as fold after fold of the small rags was taken off, and great was his relief when the precious gem appeared. The bearer seemed perfectly unconscious of the treasure which he had had in his keeping. "There is nothing here, Sahib," he said, "but a bit of glass!"

The Koh-i-noor was then quickly presented to the Board that it might be forwaried to the Queen; and when John Lawrence told them his story, great was the aunsement it caused. The lewel passed, I am told on good authority, through one or two other striking vicissitudes before it was safely lodged in the English crown. But never, I feel sure, whether flashing in the diadem of Turk or Mogul, or in the uplifted word of Persian, or Afrhan, or Sikh couqueror, did it pass through so stringe a crisis, or run a greater risk of being lost for ever, than when it lay forgotten in the waiscoat pocket of John Lawrence, or in the broken-down tin box of his aged bearer.

Lawrence's managemement of his subordinates

Lawrence's managemement of his subordinates was in spite of his natural roughness full of tact and patience. He valued a man of mettle and knew when to yield his own wishes and prejudices to one whose might be as strong as his own. Weakness, incapacity and want of conscience he would not endure, but there was no amount of trouble he would not take to humor and retain a man of honor and energy. A strict disciplinarian and a hater of id eness, he had a way of infusing his own energy and devotion into others; and the men whom he gathered about him and trained to their work were not the least element of sarety in that day when the tug-of-war came for England in India. 'Wanting as he was in the more popular qualities," says his biographer, "he, no doubt, did manage to offend, at one time or another, all but the most discerning of his friends and subordinates. But they all, with very few exceptions, gravitated back to him; and all, without any exception at all, loyally recognized him as their chief and leader. His intimate friends were always few in number. 'I don's care much for many fellows,' he said to one of the chosen few, when late in his life he was going back to In fia, 'but you are one of them.' These few, and many others also, well knew that his ronginesses were but surface roughnesses. 'He had nothing of the bear but his cont,' said one of them to me. 'His | "because he couldn't live without her for five rougonesses,' said another, 'were those of a big Newfoundland-no, let us say, of a St. Bernard dog.'

stroogly. He was insatiable of it. He was possessed by what his subordinates, with less physic generally were overworked irritated him greatly. 'The present cry,' he writes to Montgomery, ' of mitted, it will end in more officers and less pay. I men to give up their work and pay to a deputy; yet it is to this that the present nowling will bring us." when he had been attacked for getting rid of a under me. But with from four to five hundred me, it is not possible that I can do my duty and give no offence. But I would challenge any man to come forward and produce any official correspondence in which I have either deatt harshly, or have even used expressions which the circumstances of the suppose that a country like this is to be kept in order by 'rose-water' expressions or by 'batter-milk' management." With the news of the fall of Delhi came Law-

rence's opportunity. The mettled men he had trained, the resources of the province he had subjugated and developed, the native forces which in English that beseiged the mutineers' stronghold in helped no less by his counsel than by his stores and his troops. Not for a moment did he lose conwork well and keep you at it? "Doesn't he!" replied the awe-stricken native; "when he is in anger his voice is like a tiger's roar, and the pens tremble in the hands of the writers all round the lands of the work well and keep you at it? "Doesn't he!" replied to the trammie is of conventional society and at Court, and single the was impatient of the trammie is of conventional society and at Court, and while the lion of the London season retained all the sample tastes and manners of his vouth. In his to his work. It has been said that his was the mind Vice-regal cour it was the same. "His work was throughout this critical time. His courage, his done, as in the old Puojab days-and it must have great in its way as gentus, saved India to the English. No help came from England, and the besieging army was cutoff from Calcutta. It was from the Punjab alone that rescue came. There was nowhere a loophole of farlure in his plans. He never tost his head, while he never stopped for discussion. His military expedients were as wise as was his civil government. It has been said in reference to his slippers before receiving a deputation the soldierly qualities of the man that to such an of Calcutta dignitaries. It was an omission which extent did soldiers believe in him that he was the might even have pleased those who had eyes to see, single civilian in the Empire who could have taken command of an army without the resignation of any officer in it! The bravest soldier that ever fought had no more physical courage than in assonishment to his private secretary, and said be. Once during the second Sikh war, when insurrection was rife all around, he lay quietly sleeping in a lonely station. At dead or night there was an alarm, and one of his assistants, pallid and shaking, rushed in, crying,"Do you know that we are in a cul-de-sac?" "Hang the culde-sac," said Iron John, and turned over and finished

> his nap. When the mutiny was over, and the Englishmen burned to avenge the cruelties perpetrated upon helpless women and children by cruelties almost as great, Lawrence's rigid sense of justice came into play. When, before the capture of Delhi, the spirits of the mutmeers flagged, there was no surer way of rousing them than to parade through the streats a stalwart fair-skinned Kashmeri, and declare to the credulous people that the prisoner was Jan Larens himself, the man whom they believed made their success impossible. When at last they were conquered it was to Jan Larens his words, "How can you speak like that of God that they were to owe what of mercy was dealt tothem. He struck only that he might save; and had no taste for indiscriminate vengeance,

Of Lawrence's honorable career as Viceroy there is not here space to speak. The reader must turn to his biographer's bulky volumes. But something must be said of his foreign policy, which was the direct antithesis of that of Beaconsfield and Lytton, and which would seem to the impartial outsider to be marked by admirable com-mon sense. He did not believe in too wide an extension of the British frontier, but in a policy of peaceful progress at home and of noninterference with the internal affairs of his neighbors, more particularly of the "ild tribes separating British India from the Russian possessions. He attacked the Afghan war as unnecessary and unjust, and had no sympathy with the politicians who have been anxious to extend English influence over other parts of Afghanistan by stationing English Envoys or Residents in its chief cities; by sending English officers to drill its armies; and by supporting, with arts or arms, this or that periodical pretender to the blood-stained honor of the Afghan crown. Lawrence and other statesmen like him have held that to take any of these steps was to go half way to meet the dangers their opponents professed to fear; that it was to arouse the alarm and hatred of a people already deeply wronged, passionately attached to their freedom and their homes, and detesting the sight of a foreigner; that it was to destroy a natural frontier, and make an indefinite one which would rob an English victory of half its fruits, and turn a defeat into utter ruin; that it was to employ the Indian army on a service which they hate, and to concentrate the attention of English and Indian statesmen on matters over which they can exercise little appreciable influence; and that

was to waste money on barren

mountain ridges and ever-vanishing frontier lines while Government can hardly pay its way and the people are starving. Lawrence wished to convince the Afghans that the English did not covet their soil, did not wish to interfere with their religion and customs nor to force an Envoy or Res-

ident upon them.

Convince the Afghans—so he says in a hundred different shapes in letters which extend over a space of more than a quarter of a century—that the roler chosen by them we will always recognize for what he is, the de facto ruler of the country; that when he is once it mly established on the throne we may be willing to aid him, from time to time, by presents of money or muskets, cannot or ammunition, by such presents, in short, as one friend may give to another, but that we will never help him, by force of arms, to win his throne or to recover it, if by his own weakness or his own misconduct he may have lost it; that we will make no entangling aliances with them, which would be one-sided at the very best, for white we should feel bound to perform our part of the contract, we know that they would feel bound to do nothing of the kind; that our one wish—even if our immediate interests may sometimes seem to point in an opposite direction—is that the country may be strong, united, presperous and triendly; that, as it is our firm remay sometimes seem to point in an opposite direction—is that the country may be strong, united, presperous and triendly; that, as it is our firm resolve not to interfere with them, so we expect that they will not interfere with us; and, in view of the overwhelming interests intrusted to us in India, we claim the right, as we have the power, fo forbid any other foreign State, above all a State so-unscrupnious as Russia, to interfere directly or indirectly, by embassies or by intrigues, by treades or by arms, in a State which is coternmous with our dominions. If thus sid does so interfere with Afghanis and the Afghanis with be ready enough to appeal to us for aid, and we will then enter their country, not as their enemies, but as their allies. And when we have done our work, we will retire again, appropriating nothing and seeking to appropriate nothing to ourselves, within our own croniters.

within our own frontiers. It is hard to see how a policy like this could be thought either unpatriotic or unstatesmanlike. But the Hebrew who ruled England with tinsel

and bluster found it to be both. Of the depth of tenderness and kindliness that lay under " Iron John's " steraness his biographer tells many pleasant tales. His marriage was exceptionally happy, and his devotion to his wife was minutes"; and during that most perilous time of the Mutiny, when the heaviest of purdens las on his day and found him gone. He had slipped off to see Mrs. Lawrence in the mountains. It was a dagrant wife for a brief interval, assured himself or her well-being, and was back again at his work within evening drives to the cemetery, where, alone and little children, to all little children grossly incompetent officer, 'with the Press, to make indeed, was exquesite and unfaiting. The small out that I am hard and severe to those who serve Bertle, his youngests in born during his residence Berte, his youngests in, born during his residence would keep a keen lookout for his father's arrival before the child could be persuaded that the usual tams and half disloval soldiers were convinced by whom no did look forward one day to see again in winning side. There was nothing too small for him to master. would have grown into a boy; the long hair, and the consider, nothing too large for him to master. ned on his government almost as though it had been a time of profound peace, keeping it well in hand the while he bent his strongest energies to the as remarkable as its strength and purity. Lord as remarkable as its strength and purity. Lord rescue of the Empire. At that time he had made Derny has noted that the impression it made on his

coolness, his determination, his common-sense, as heen almost the only thing in the populous solitudes of Government House which could remind him of old days-in the loosest of loose dresses, his cont. sleeves tucked up, his slippers on his feet. On one occasion, soon after his arrival, though he was, in other respects, duly at ired, he omitted, in a moment of over-work or over-worry, to change through his neglect, the true character of the man, but there were some who never forgot or forgave it When he heard that he had given offence, eturned with a simplicity which, if it ever reached the ears of the deputation, might well have disarmed any lingering resentment on their part, 'Why, Hathaway, they were quite new and good slipp rs." His charities were many and wise, but his ace was resolutely set against waste and ostentation, as plentylof perquisite-loving retainers discovered,

Throughout his administration there was in his court a purity, honesty and loftiness of tone that are not always seen in high places. Ne one ever dropped an impure word or scoffed at religiou, Christian or Buddhist, in his presence. No one ever spoke contemptuously or harshiv of the natives themselves without receiving from him a stern and sometimes a sledge-hammer rebuke. On one occasion a lady who was atting at the Viceregal table allowed herself to sheer at the Bible. Sir John Lawr-ne-clooked sternly on her, and said, with all his dignity, but with more of sorrow than of anger in and o God's book in the presence of these young men ?" The next minute he was talking with her of other subjects as if nothing had happened. His own faith was most simple, sincers and reverent, but he never talked about it; it was too sacred for intrusion, and cant was foreign to that fine nature. When the end of his busy and noble life came. his sturdy Puritan met it with unshaken front. "Do you know me?" whispered his wife, as she bent above the strong man lying helpless on his bed. "To my last gasp, my darling," he answered; and so passed Iron John into a world which could have no terrors for so loyal and true a soul.

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WANTED.-For a large school up-town, a lady to teach a primary class; good salary and comfortable home. Address PRINCIPAL, Box So, Tribune Office.

Steamboats and Railroads.

FOR NEW-HAVEN.—Steamers leave Peck stip at sp. m. and 11 p. m. (Sundays excepted). 11 p. m. steamer arrives in time for early trains North and East. LALL RIVER LINE for 60 TON and the EAST—FARES REDUCED, \$3 to Soston, Lowell and Fifchburg, \$2 to Newport and Fall River; \$2.75 to New. Beafford, corresponding reductions to other points. Steamers NEWPORT and day Science ew York on alternate days. Sandalays excepted, from Fire 28, North River, foot of Murray-st. 5 p. m. Connecting by Annex boat from Brooklyn oot of Fution-st. 4: 90 p. m.; Jersey City from foot of Exchange-places at 4 p. m.

BORDEN & LOVELL Agents.

GLO L. CONNOR, Gen'l Pass Agent.

NEW-YORK CENTRAL AND HUDSON RIVER RALEADAD.—Commencing November 6, 1882, through trains will leave Grand Central Denot 8a, in., Western and Northern Express to Rochester and Montreacwith drawing-room cars also to Saratoga. 84-0.4 m., Special Express for Chicago, daily, stopping only at Albany, Syracuse, Rochester, Buffalo, Eric, Cleveland and Condon.

Toledo.

10:00 a. m., Chicago Express drawing-room carsts Canadalgem, Rochester and Buffalo.

11 a. m., to Abany and Troy, with connection to Utlea Saratoga, Green Fasis, Lake George and tuthand.

2 drp. m., Abany and Troy specim, saturdaysonly.

4 p. m., Accommodation to Abany and Troy.

6 p. m., St. fours Express with seeing cars for St. Louis; running through severy day in the week, also Niagara Falls, huffalo, Toleco and Detroit.

E dro m. Express daily except Sunday, with sleeping cars.

running through every day in the week, also Ningara Falls, hudalo, Toleso and Detroit.

5.30 p. m., Express daily except Sunday, with sleeping cars to Syricuse and to Auburn Road, also to Saratoga and Mon-Rochester, Bunalo, Cleveland, Tolello, Boston,
Lowville.

11 p. m. Night Express, with Sleeping-cars to Albany and
11 p. m. Night Express, with Sleeping-cars to Albany and
11 p. m. Night Express, with Sleeping-cars to West and Sorth.
Tickets on and a K. o. 5 Bowling-Green, 25% and 413 Broadway, and at Westcott's Express Offices, 3 Park-place and 785
and 943 Broadway, New York, and 55% Washington-st.,
Brooklyn.
J. M. TOUCISY, Gen. Sup't. Gen. Passenger Agent.

STONINGTON LINE FOR BOSTON. CONNECTING WITH ALL POINTS EAST.

Reduced fare, £3 to Roston for first-class tickets, good only
as specifies on their face.

Element steamers leave daily (Sundays excepted), at 5 p. m.,
from Pier 33 North River, tool of Jay-st., New York, arriving
in Boston at 6 a. m. Tickets for sale at all principal ticket
colleges. offices.
PROVIDENCE LINE, for freight only. Steamers leave from Pier 29 North River, toot of Warren St., 4 30 p. m. daily (Sunday secrepted), for Boston via Providence direct.
E. W. POPPLE, Acting General Passenger Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY
Office, Pier 18, N. H., foot of Cortiandt-st.
Consignments of freight forwarded as directed to any part
of the world.

INNELLATION

UNEQUALLED FACILITIES FOR DISPATCH.

Orders received for delivery of all kinds of freight and merchandise to any part of the city. SEA AND HARBORTOWING AND RIVER AND HAR BOR LIGHTERAGE.
Freight of every description promptly lightered to any point

in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHARTER FOR EXCURSIONS. Steamers John H. Starin and Erastus Corning for NEW-HAVEN, leave Pier 18, N. R., at 0 p. m. daily. [Saturdays excepted.]

METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed. Freight for points on D. L. & W. G. R. received at Pier 19. For New Haven and coints East at Pier 18. NORTH SHORE, STATEN ISLAND.-Eleven Milesfor Ten Cents, via Steamers from Iron Pier 1, E.R., foot of

CENTRAL SHIPYARD, Communipaw, N. J .- Dry Docks Machine and Boller Shops, everything apportaining to the construction and repair of vessels.

Steamboals and Railroads.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.

VIA Philadelphia, Baltimore and Washington.

Trains leave from Penn-yivania RR. Depot:

1 p. m., except Sunday, for Washington and all points West.

7 p. m., DAILY PAST EXPRESS, through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West. west.

12 MINNIGHT, Daily for Washington and all points West.

10 Time Tables, Tickets, Siceping Berths and Baggage, apply at Company's office, 316 and 21 Broadway, 338 Fultonst, Brooklyn.

For Time Tables. Tiekets, Siceping Berths and Bargage, apply at Company's office, 315 and 21 Broadway, 338 Fultons, Brooklyn.

CENTRAL RAILROAD OF NEW-JERSEY.

— Station in New-York, foot of tilberty-st. Station in Brooklyn, foor of Fuiton-st., Jewell's Wharf.

Commencing Jannary 29, 1838. Leave New-York 6-45 a m.—For Fiendington, Easton, Wind Gap, Mauch Chunk, Tamaucod, Tamaqua, Hazieton, Drifton, Scranton, Cupper Lehigh, &c.

9 a m.—For Fiendington, High Bridge Branch, Schooley's Mountain, Harrisburg, Mauch Chunk, Williamsport, Tama-qua, Nagticok Foundagton, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Williamsport, Tama-qua, Nagticok Foundagton, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Hazieton, Williamsport, Tama-qua, Drifton, Wilkesbarre, Scranton, &c.

1 p. m.—For Faston, Wind Gap, Mauch Chunk, Tama-qua, Drifton, Wilkesbarre, Scranton, &c.

3 45 p. n.—For Samerville, Flemington, &c.

4 n.—For Fiendington, High Bridge Branch, Schooley's Mountain, Buda's Lake, Lake Hopatcong, Easton, &c.

4 30 p. m.—For Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Wilkesbarre, &c.

Sunday trains leave at 3 45 a. m., 12 m., for Bound Brook sunday trains leave at 3 45 a. m., 12 m., for Bound Brook and intermediate stations at 5-30 p. m. for Easton, Allentown, and intermediate stations at 5-30 p. m. for Easton, Allentown, Harrisburg and the West For Newark at 5, 5-45, 6-15, 6-15, 6-30, 7, 7-30, 8-15, 9-15, 10-15, 11-55 a. m., 12 m., 12-44, 11-5, 2, 2-30, 3, 2-30, 4, 4-30, 5, 6-15, 6-35, 6, 6, 6-15, 6-30, 7, 7-30, 8-15, 9-15, 10-30, 11-15, 2 p. m.

For Freehad at 5, 8-16, 11-15 a. m., 4, 6 p. m.

For Freehad at 5, 8-16, 11-15 a. m., 4, 6 p. m.

For Freehad at 5, 8-16, 11-15 a. m., 4, 6 p. m.

For Keyport at 5, 8-16, 11-15 a. m., 4, 6 p. m.

For Freehad at 5, 8-16, 11-15 a. m., 4-16, 4, 4-4, 5, 6 p. m.

For Freehad at 5, 8-16, 11-15 a. m., 4-6, 4, 4-4, 5, 6 p. m.

For Freehad at 6, 8-16, 11-45 a. m., 14-4, 4-44, 5, 6 p. m.

For Freehad at 6, 8-16, 11-45 a. m., 14-4, 4-44, 5, 6 p. m.

For Freehad at 6,

For Highlands, Scalely, 4 p. m.
For Atlantic Highlands, 4 p. m.
For Atlantic Highlands, 4 p. m., 1:45, 4 p. m., for Lake
Leave foot of Liberty-st, 8:15 a. m., 1:45, 4 p. m., for Lake
wood, Manchester, Toma River, Barnegat, &c.,
1:45 p. m. for Atlantic City, Vinehand, Bridgeton, &c.
8:15 a. m. for stations to Highlands,
1:45, 4:45 p. m. for stations to Scaleright.
An m. for stations to Sandy Hook.
An m. for stations to Sandy Hook.

W. A. STEARNS, Gen Supt.

NEW-YORK AND LONG BRANCH R. R.
Stations & New-York

Sentral R. 9. of N. 1. tool Liberty-st.
LEAVE NEW-YORK commencing Oct. 11, 1882.

For South Amboy, via C. R. R. of N. 1. 5, 8-15 a. m., 1-45,
4, 6 p. m., via Penn. R. R. 9, 12m., 5 n. m. Sunday, 9 a. m.
For Matawan, &c., via C. R. R. of N. 1. 5, 8-15 a. m., 1-45,
4, 6 p. m., via Penn. R. R., 9 a. m., 12 m. 3:30, 5 p. m. Sunday, 9 a. m., 12 m. 2 m. 12 m. 3:30, 5 p. m.
For Red Sunday, Long Branch, Ocean Grove, Asbury Park,
Sea clift. Foint Pleasant, &c., via C. R. R. of N. 1. 5, 5:15 a.
Sundaya (not stopping at Ocean Grove or Asbury Park),
9 f. m.
Sundaya (not stopping at Ocean Grove or Asbury Park),
9 f. m. Sundays (not stopping at Ocean Grove or Jack W. R. R. St. 9f. m.
For Lakewood, Toms River, Barnegal, &c.; via C. R. R. St. N. J. Silo a. m. 1450 p. m.
For Freehold, via C. R. g. of N. J., 5, 8:15, 11:45 k. m. 4, 6 p. m. For Keyport, 5, 8:15, 11:45 a. m., 140, 4, 4:45, 6 p. m.
For Atlantic city, Vineland, Bridgeton, &c., 1:45 p. m.
For Atlantic city, Vineland, Bridgeton, &c., 1:45 p. m.
H. P. BALD WIN, J. R. WOJD, J. F. RANDOLPH, G. P. A. C. R. R. of N. J.
G. P. A. C. R. R. of N. J. ERIT. RAIL WAY, now known as the NEW-YERK, LAKE ERIE AND WESTERN RALLROAD. Arrangement of trains from Chambers street Depot. 9 a m.—Cinclenati and Chicago Day Express. Drawing-toom Coaches to Buffalo and Suspension Bridge. 6 p. m. (Daily)—Fast & Louis Express, arriving at Buffalo at 8 a m., connecting with fast trains to the west and South-west. Pullman's test Drawing-room Siceping Coaches to butfalo.

Buffalo.

7 p.m. (Dally)—Pactific Express for the West. Sleeping oaches through to Buffalo. Niagara Falls, Cincinnati and Cheago without change. Hotel coaches through to Cheago. Tibp. m. Emigrant train for the West.

Ruther ord and Passate. 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 3, 3:50, 4:40, 5:10, 5:30, 6:10, 6:30, 8, 10:30 p. m., 2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30 p. m., 2 midnight.

Passesson 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 145, 2

8 50, 4 40, 5, 5 10, 5 30, 6 10, 6 30, 10 20 a.m., 145, 6 30, 12 mid-midmeht. Sumiays. 6, 8 30, 10 20 a.m., 145, 6 30, 12 midmidst. Sumiays. 6, 8 30, 10 20 a.m., 145, 6 30, 12 midmidst. Sumays. 6 10, 4 10, 5 20, 6 10, 7 30 p. m., and 12 midmidst. Saturday nights only. Sundays. 9 15 a.m., \$10, 6 30 p. m. and 12 midmidst. Sumays. 9, 8 30, 10 20 a.m., 146, 6 30 p. m. and 12 midmidst. Sumays. 9, 8 30, 10 20 a.m., 146, 6 30 p. m. and 12 midmidst. Sumays. 9, 8 30, 10 20 a.m., 146, 6 30 p. m. and 12 midmigst. Warwick, 7 50 a.m., 4 30 p. m. 3 30, 10 20 a.m., 146, 6 30 p. m. and 12 midmigst. Warwick, 7 50 a.m., 4 30 p. m. 3 30, 4 30, 7, 7 115 p. m. 6 30, 10 20 a.m., 3 30 p. m. Sunday, 8 30 a.m. 6 30, 10 20 a.m., 3 30, 4 30, 7, 7 115 p. m. Sunday, 8 30, 10 20 a.m., 6 30, 7 p. m. Sunday, 8 30, 10 20 a.m., 6 30, 7 p. m. The 9 a.m. and 4 30 sunday, 8 30, 10 20 a.m., 6 30, 7 p. m. The 9 a.m. and 4 30 p. m. ratins connect with middled Railroad at Mainest. Fort Jervis, 250, 9, 10 20 a.m., 4 30, 6, 7, 7 15 p. m. Sunday, 8 30, 10 20 a.m., 6 6 30 and 7 p. m. Boats iscave 20 4 s. q. and 20 and 7 p. m. Boats iscave 20 4 s. q. and 20 and 7 p. m. Boats iscave 20 4 s. q. and 20 and 7 p. m. Boats iscave 20 4 s. q. and 20 and 7 p. m. The star of a sunday and 10 and 30 and 30 p. m. The star of a sunday and 10 and 30 p. m. and 30 p. m. and 30 p. m. and 30 p. m. 30

FOR BOSTON. THE LATEST EVENING TRAIN,

With Pullman Sleepers, leaves Grand Central Depot at 11:35 NEW-YORK AND NEW-ENGLAND RAILROAD.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROALS. Steamers leave Catherine Sip at 11:30 a.m., 3:00 p.m., 2:0d.st. East River, 3:1 p.m. Fare lower than by any other roate. Elight VALLEY RAILROAD.—Passenger the ansieave depots foot of Cortlandt and Desbrosses at at 7:30 a.m. 3:40 a.m. 7 p.m. for Easton. Beth elem. Allentown. Reading. Mauch Chuuk. Wilkesburre. Towarda. Waverly, Ithaca, Geneva, Lyons, Buffalo and the West. Pullman through coaches run daily. Local trains at 5:50 p.m. for Easton. Bethlehem and Copilay.

Trains leaving at 7:20 a.m., 1 and 3:40 p.m. connect for all points in Mahanov and Hazelton coal regions. Sunday train local for Manch Chunk. 8:10 a.m. Leave Mauch Chunk at 4 p. m.

6 p. m. General Eastern Office, corner of Church and Cortlands-ste. E. B. BYINGTON, G. P. A. NORWICH LINE
To Roston, Worcester, Nashua, Portland and the East.
The new iron Steamer
CITY OF WORCESTER,
Without exception the most elegant boat on the Sound, and
the favorite
CITY OF NEW YORK.
icave Pier No. 40, North River, foot of Watte-st, next pier
above Desbrosses-st. Ferry, daily, except Sundays, at 5 p.m.

DENNSYLVANIA RAILROAD. DENNSYLVANIA RAILROAD.

On and atter February 19, 1883,
GHEAT T. UNK LINE.

AND UNITED STATES MAIL ROUTE.

Trains leave vew York via Desbrosses and Courtlands
Streets Fer. ites as follows.

Harrisburg, Phitsburg, the West and South, with Pullman
Palace Cars attached, S.a. m., 6 and 8 p. m. daily. New York
and Chicago Limited of Parior, Dining, Smoking and Sleeping Cars at 9 a. m. every day.

Williamsport, Lock Haven, S.a. m., 8 p. m., Corry and Eric at
8 p. m., connecting at Corry for Titusville, Petroleum Centre, a at the Oil Regions.

Baitimore, Washington and the South, "Limited Washington
Express" of Poil man Palace Cars daily, except Sunday, 10
a. m.; arrive Washington 4 p. m. Regular, via B. a. d. P. B.
B. at 6 b.1 and 8 S. a. m., 35 d. and 3 p. m., and 12 night; via
B. and O. B. E., 1 gad 7 p. m. and 12 night.

Sunday, via B. and P. R. R., 5 a. m., 9 p. m. and 12 night;
via d. and O. R. R., 7 p. m. and 12 night.

For Atlantic Cite, except Sunday, 5.15 f.11-10 a. m. on Saturdays
only 1 p. m.
Loug Branch, Bay Head Junction, and intermediate stations,
via italway and Amboy, 9 s. m., 12 noon, 3.30 and 5 p. m.
On Sunday, 9 a. m., those nor stop at Asbury Park,
Boats of "Brockivn Amnex" connect with all through trains
at Jersey City, affording a speedy and direct trains for for
Brooxlyn travel.

Trains arrives—From Pittsburg, 6:20 and 11:20 a. m., 7.30 and at Jersey City, anothing a species of the proof of that City Brooking that City Brooking that City Brooking the arrive From Pittsburg, 6:20 and 11:20 a.m., 7:30 and 10:20 p. m. daily. From Washington and Bultimore, 6:30, 6:30 a.m., 3:50, 5:30, 9:35, 10:35 and 10:50 p. m. sunday, 6:30, 6:30, a.m., 10:35 and 10:50 p. m. From Battimore, 1:30 p. m., on sunday, 9:35 p. m. From Philadelphia, 3:50, 6:20, 6:30, 9:30, 9:40, 10:40; 11:40 a.m., 1:20, 2, 3:50, 5:30, 6:20, 7:30, 8:50, 9:35, 10:20, 10:35 and 10:50 p. m. sunday, 3:50, 6:20, 6:30, 6:50, 11:40 a.m., 6:20, 7:30, 9:35, 10:20, 10:35 and 10:50 p. m.

3 50, 6 20, 6 30, 10 10 35 and 10 50 p. m. TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE 20 TRAINS EACH WAY WEEK-DAYS AND 9 ON SUN-DAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP MENT, AND THE FASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY.

Express Trains leave New York, via Desbrosses and Court landt-st. Ferries, as follows:
6:10, 7:29, 8,8:30, (9 and 10 Limited), 11 a.m., 1, 3:29, 3:40, 4, 5, 6, 7, 8 and 9 p. m., and 12 night. Sundays, 5,8, (6 Limited), and 10 a.m., 4, 6, 7, 8 and 9 p. m., and 12 night.

19 Limited), and 10 a.m., 4, 6, 7, 8 and 9 p. m., and 12 night.

Express Trains leave New York daily, except Sunday, at 7, 90 s.m. and 4 p.m., running through via Trenton and Candon.

Returning, trains leave Broad Street Stations Philadelphia, 12 01, 3, 95, 3, 20, 3, 45, 6, 50, 7, 30, 8, 20, 8, 30 and 11 a.m. (Limited Express 130 p. m.), 1, 3, 4, 5, 15, 25 Limited), 6, 30, 7, 34, 8 and 8, 20 p. m. On Sunday 12, 01, 3, 05, 3, 20, 3, 43, 8, 30 a.m., 4, 16, 25 Limited), 6, 30, 7, 45, 8 and 8, 20 p. m. Leave Philadelphia via Camden, 9 a.m. and 4, 30 p. m. daily except sunday 35, 849 and 944 Broadway, 1 Aster House and toot of Desbrosses and Courtlandt sta., 4 Court-st. and Broadyn Annex Station, foot of Fulton sta., Broadyn; Nos. 114, 110 and 118 Hudson-st., Hoboken; Station, Jersey City; Emigrant Ticket Office, Pier I. The New York Trainfor Company will call for and check baggage from hotels and residences.

CHARLES E. PUGH,

General Manager.

DOPULAR SHORE LINE,

DOPULAR SHORE LINE.

POPULAR SHORE LINE,
FOR PROVIDENCE BOSTON AND THE EAST.
ALL RAIL FROM GRAND CENTRAL DEPOT.
Three Express trans staily (Sundays excepted) to Boston at
8 a. m., 2 p. m. (parior car attached), and 10 p. m. (with palace
sleeping cars), Sundays at 10 p. m. (with palace sleeping
cars).

E. W. POPPLE, Agent.